



MDT - Department of Transportation

Aeronautics Division

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January 2001

David A. Galt Newly Appointed DOT Director

Governor Judy Martz has appointed David Galt as the Director of the Department of Transportation. Dave began working with Department of Highways in 1977 as a Survey Aide and in 1979 accepted position as GVW Officer with the Motor Carrier Services Division. He was promoted to Assistant District Supervisor in 1985 and again in 1986 to Assistant Enforcement Chief. In 1989 he received yet another promotion to Division Administrator. In 2000 Dave left the Department to become Executive Vice-President of the Montana Motor Carriers Association, a position he held until appointed MDT Director.

Dave was born in Lewistown, Montana and received a Bachelor of Arts Degree in Business Administration with a focus in Economics from Carroll College while working full time at DOT. He attended the Montana Law Enforcement Academy, ASSHTO Executive Management School at Indiana University, and a Senior Executive Program at Kennedy School of Government at Harvard. He has also served on various national committees. Dave likes to fish, raft, hike & collect old rock 'n roll records. The Aeronautics Division and Board congratulate Dave and look forward to working with him.



David A. Galt

Get Ready for the 17th Annual Montana Aviation Conference

Plans are shaping up for the 2001 Montana Aviation Conference being held March 1-3 at the Best Western Outlaw Inn in Kalispell.

Friday's luncheon will feature Joe Kittinger, Jr. Joe served three combat tours in Vietnam in 1963-64 flying B-26s, in 1966-67 flying A-26, and 1972 flying F-4s. He was shot down near Hanoi in 1973 and held as a prisoner of war for over a year. As Squadron Commander of the famous 555 (Triple Nickel) TFS-F-4s, this gregarious pilot with bright red hair was well liked and respected by the pilots in his command. Joe has been awarded the Silver Star, Legion of Merit, Distinguished Flying Cross, Harmon Trophy, and a host of other military and civilian awards. After 483 combat missions and 28 years in the United States Air Force, Joe be-

came Vice President of Flight Operations for Rosie O'Grady Flying Circus. For the next 14 years, his duties included banner towing, skywriting, and operating the Rosie O'Grady helium balloon and hot air balloon. He is currently an aviation and aerospace consultant and barnstorms in a 1929 New Standard open cockpit bi-plane. He was enshrined into the National Aviation Hall of Fame as well as named an Elder Statesman of Aviation by the NAA. Joe Kittinger is a genuine hero.

A few more highlights from his colorful career include: world's record parachute jump, 103,800 feet – August 16, 1960; first man to exceed sound barrier in free-fall and longest free-fall – August 16, 1960; first Atlantic Ocean crossing solo balloon flight – September 14-18, 1984;

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Joe Kittinger, Jr.

Administrators Column

CONCERN VOICED OVER SEPARATE AIR TRAFFIC CONTROL ORGANIZATION

- Last month I wrote about President Clinton's order to create a separate air traffic control organization. This has brought forward many concerns being voiced by several national aviation organizations, including the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA). The following news releases from the EAA and AOPA really get to the heart of the issues surrounding the President's order.

The EAA is taking a cautious approach to the Clinton Administration's announcement of a separate air traffic control organization designed to ease congestion at major airports throughout the country. EAA is suspicious of the plan for a number of reasons, including the suggestion of user fees implementation for air traffic control services, and indifference to the core problems of airspace management and runway availability. "There is a real need to update the air traffic system for the safety and convenience of air travelers, whether they fly on the airlines or in their own aircraft," EAA President Tom Poberezny said. "We have some questions whether this approach will significantly deal with the situation. We also have a real concern about the attempt to include user fees for air traffic services in this measure – something specifically prohibited by Congress for much of the past decade."

Under the measure, general aviation aircraft would continue to pay into the Federal Aviation Administration's Airport Improvement Fund through a fuel tax, while airline and cargo flights would pay for air traffic services used. Airline passengers would no longer pay for airport improvements through a surcharge on their individual tickets. The fees for air traffic control services, however, would be passed along to consumers through ticket prices.

Under the Aviation Investment and Reform Act (AIR-21) passed in Congress last year, air traffic services would not be subject to user fees, with funding coming from the general transportation budget. In his announcement, however, President Clinton directed the U.S. Department of Transportation (DOT) and FAA to review the potential in establishing "airport congestion pricing and other market mechanisms."

"Congress correctly recognized in AIR-21 that the air traffic control system is a vital part of the nation's total transportation system, which should be funded through general revenues as part of that complete system," said Earl Lawrence, EAA Vice President of Government Affairs. "While general aviation would still pay for airport improvements through a fuel tax, it's a very short leap to instituting user fees on all aircraft – which would cause irreparable harm to the general aviation industry."

EAA maintains that many pilots would curtail their flying hours because of the expense involved in air traffic user fees. Fewer flying hours could also bring a lower level of proficiency for those pilots who do fly, eroding safety in an opposite effect of what the measure attempted to achieve. "Unfortunately, with the uncertainty surrounding the Presidency and a new Congress, this proposal seems to be making a last-ditch attempt to establish a policy that has been consistently rejected by Congress and the aviation community," Lawrence said.

The Aircraft Owners and Pilots Association has obtained a copy of yet another user-fee proposal from the conservative Reason Foundation. AOPA reiterated in opposition to this plan to "commercialize" the air traffic control (ATC) system, calling it "full of holes." "All these user fee plans have the same common failings," said Bill Deere, AOPA vice president of legislative affairs. "User fees won't build more runways. User fees raise prices for many and will cost more to collect. And user fees would give the air traffic control monopoly the power to impose taxes on the traveling public without the benefit of congressional representation or oversight."

There is no financial crisis that demands user fees, said Deere. "The recent AIR-21 legislation has provided sufficient funds to modernize ATC, increasing FAA's budget \$3 billion this year alone."

Robert Poole of the Reason Foundation recently issued a "final draft" of his



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Judy Martz, Governor
David A. Galt, Director

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Welcome Shirley & Tina!



There have been a few changes at the Aeronautics Division during the past few months. Shirley Bird has been hired into the Licensing/Certification Technician position. She will be responsible for processing aircraft registration and performing the accounting functions for the Division. Shirley previously worked for the Department of Justice, Motor Vehicles and has lived in Helena for the past 22 years. Tina Blankinship will fill the Administrative Support position, performing receptionist and other administrative duties for Division staff. She is the friendly voice you hear on the phone when calling the Division. Tina is a graduate of Brigham Young University and recently moved to Montana from Orem, Utah. We are very pleased to have Shirley and Tina as part of our team. They are both a great asset to the Division.

Twenty seven hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,053. This includes \$120 for production, \$713 for postage and \$220 for printing.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call 406-444-2506 or TDD 406-444-7696.

Calendar

January 1-March 31, 2001 – Annual Nationwide CAP Membership Drive. Contact Major Steven Heffel at (406) 252-9850 or access CAP website at <http://www.capnhq.gov> for info about Montana Wing CAP.

January 22-23, 2001 – AMAA Annual Convention, Heritage Inn, Great Falls.

February 2 & 3, 2001 - Flight Instructor Refresher Clinic, Helena.

February 9-11, 2001 – Winter Survival Clinic, Helena.

February 25, 2001 - Aviation Open House, Rocky Mountain College - for further information see page 7.

March 1-3, 2001 – Montana Aviation Conference, Kalispell.

March 22-24, 2001 – International Women in Aviation Conference, Reno, NV.

April 8-14 – Sun ‘n Fun EAA Fly-In, Lakeland, FL.

June 2 & 3, 2001 - Annual work session for Spotted Bear & Meadow Creek Airstrips. Barbeque held at Spotted Bear Airstrip.

June 9, 2001 - Work Session Wurtz Airstrip (North Fork Flathead Drainage).

June 10, 2001 - Work Session Sonderson Airstrip.

July 7, 2001 - North Central Hangar Fly-In Breakfast & Big Kids Toy Show - Big Sandy Airport.

July 20-22 - Schafer Meadows Work Session.

Scholarship Drive Underway

International Northwest Aviation Council (INAC) is currently soliciting applications for its 2001 Scholarship Program. Four recipients – two US and two Canadian students will be selected and awarded \$500 from INAC in recognition of outstanding performance or need. The scholarship can be used for students pursuing a private pilot certificate or any advanced rating; airframe and powerplant mechanic license; or any coursework involving an aviation career.

For an application and instructions for applying contact Montana Aeronautics Division, PO Box 5178, Helena, MT 59604 - phone (406) 444-2506 or email dalke@state.mt.us. The deadline for scholarship information is March 31, 2001. Scholarship recipients will be selected by the INAC Scholarship Committee to be appointed at the mid-year board meeting. The scholarships will be awarded in April and acknowledged at the INAC Annual Conference in Winnipeg, Manitoba.



IMPORTANT REMINDER:
DON'T FORGET AIRCRAFT
REGISTRATION INVOICES ARE
DUE BY MARCH 1, 2001 TO
AVOID THE PENALTY "FIVE
TIMES THE FEE PLUS THE
FEE". IF YOU HAVE ANY QUES-
TIONS OR DID NOT RECEIVE
YOUR AIRCRAFT REGISTRA-
TION INVOICE PLEASE CON-
TACT THE AERONAUTICS DI-
VISION (406) 444-2506. THANKS.

Montana Aviation Conference Continued.....

five stratospheric balloon flights; over 16,000 hours of flight time in 68 different types of aircraft; four time winner of Gordon Bennett Trophy (Gas Balloon Race).

Plan on attending lunch on Friday to enjoy this historical speaker. The free, strolling lunch in the exhibit hall will take place on Saturday. Other changes to the conference format this year include a cocktail hour in the exhibit hall Thursday evening, followed by an awards dinner. Friday evening transportation will be provided to Cavanaugh's Hotel for a hangar dance with music provided by the Don Lawrence Band. Drink tickets and a light dinner to this event are included with your paid registration.

The sponsors of this years conference are the Montana Pilots Association, Montana Airport Managers Association and the Montana Antique Aircraft Association.

A fun-filled program for spouse/guests is planned. Be sure to sign up at the registration desk when arriving at the conference and watch for more details in next months conference information.

Vendors from across the country have reserved space for the trade show. These companies will display the latest in aviation services and products, plus donate thousands of dollars in door prizes to be given away during the Conference.

Meal tickets for the conference, with the exception of Friday's hangar dance and Saturday lunch, are separate from the registration fee. All meal tickets must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

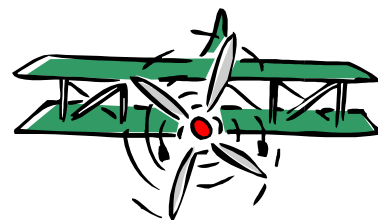
Rooms for the conference have been blocked at a number of facilities in

the area. For a listing of hotels please contact the Division at 444-2506.

This year the Conference will offer mobility & access for special needs, and also sign language for the Deaf or hard of hearing, to make prior arrangements please call George Smith, (work) 752-2197 ext. 24, (home) 862-9469 or email mtsmiths@centurytel.net.

Be sure and register today for the Conference! Complete the registration form below and return it to the Aeronautics Division. Make hotel reservations and flight plans for Kalispell, March 1-3.

Hope to see you there!



MONTANA AVIATION CONFERENCE March 1-3, 2001

Mail to:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS, CITY, STATE ZIP & PHONE _____

Your Organization Affiliation:
(choose one only for nametag)
MPA____ MATA____ MFF____
MAMA____ 99S____ MAAA____
EAA____ AMAA____ CAP____
MSPA____ OTHER_____

PLEASE MAKE THE FOLLOWING RESERVATIONS
NOTE: Meal tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE (INCLUDES REGS. & ALL MEALS)

_____ @ \$115/PERSON \$ _____
_____ @ \$200/PERSON/SPOUSE \$ _____

-OR- REG. FEE _____ @ \$50/PERSON \$ _____
_____ @ \$65/FAMILY \$ _____

Thursday Luncheon _____ @ \$10 \$ _____

Thursday Dinner _____ @ \$25 \$ _____

Friday Luncheon _____ @ \$10 \$ _____

Friday Dinner/Dance _____ @ FREE \$ _____ -0- _____

Saturday Luncheon _____ @ FREE \$ _____ -0- _____

Saturday Banquet _____ @ \$25 \$ _____

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

TOTAL: \$ _____

Challenge Aviation with Education - March 1 - 3, 2001

Location: Elks Lodge, 1820 Hwy. 93 S, Kalispell, MT

Contact: Jeanne MacPherson, Montana Aeronautics Division (406) 444-2506

Email: jemacpherson@state.mt.us

Missoula University Graduate 1 credit or OPI 18 credits

THURSDAY - MARCH 1, 2001

12:30 PM – 1:00 PM – Registration – Elks Lodge

1:15 PM - 2:30 PM - Aviation Career Program for High School Students and Teachers - Keynote Speaker Captain Karen M. Kahn has been actively involved in aviation for the past 29 years. Holding all ratings through ATP, she was the first woman to be type rated in a Lockheed JetStar. Karen is presently a captain on a MD-80 for a major carrier. Karen is a frequent speaker at pilot's seminars and career workshops. She writes a column for *Flying Careers Magazine*, and *International Women Pilots Magazine*. She uses her in-depth knowledge of human resource management, both in and out of the cockpit, to assist pilots in achieving their career goals. *Succeed! Just do it!*

2: 40 PM - 3:40 PM - Aviation Career Panel

3:50 PM - 5:00 PM - Aviation Navigation and Flight Simulation - Jeanne MacPherson, Montana Aeronautics Division and Len Wheeler, Federal Aviation Administration

FRIDAY - MARCH 2, 2001

8:30 AM - 10:30 AM – Elks Lodge Teacher Workshop - Keynote Presenter Richard Klein, Specializing in Aviation Education, and a teacher at Ericson Academy Chicago, Illinois. Richard Klein will be presenting, *Using Aviation Activities in Applied Practical Math*, grades 4 through 10, a program he has developed for the National Council of Teachers of Mathematics Conferences.

10: 45 AM - 11:30 AM – Cameo Presentation of Christa McAuliffe - Kaye Ebel, Teacher, Target Range School, Missoula, MT

11:30 AM - 1:30 PM - Lunch

1:45 PM - 2:30 PM – Geometry and Kite Building, inspired by the National Math Standards - David Bixby, Teacher, Hellgate High School, Missoula, MT

2:40 PM - 3:30 PM – Flight Physics - Jim Litz, Target Range School, Missoula, MT,

3:45 PM - 4:45 PM - Aviation Navigation and Flight Simulation - Jeanne MacPherson, Montana Aeronautics Division and Len Wheeler, FAA

SATURDAY - MARCH 3, 2001

8:30 AM - 11:00 AM – Airport tour and Flights - Preflight and orientation airplane flights.

Aviation Loses Two True Friends

Paul Soderlind

On Sunday, December 10, 2000 Paul Soderlind died at the hospital in Columbus. He was 77 years young. Paul was a brilliant man. His career spanned from a J2 Cub through the B747, which covers quite a bit of aviation history. He developed "The Bug System" that truly optimizes the performance of an aircraft. He solved the jet-upstream phenomena that plagued the jet age early on. He acted as an expert consultant to numerous FAA administrators and aircraft manufacturers. He was the finest in his profession. No other person in the world had the combination of his performance engineering ability, practical aviation knowledge and hands on flying experience.

Patrick D. Doyle

Patrick D. Doyle, 59, an Army veteran and flight instructor, died of pancreatic cancer at his home in Turner. He was born September 15, 1941, in Carrington N.D., and graduated from Turner High in 1959. He served in the Army from 1959 to 1962, and then attended Northrup Institute of Technology, where he received a certificate in aircraft maintenance.

He earned private and commercial pilot licenses from Hensley Flying Service in Havre, and instrument, multi-engine and certified flight instructor's certificate from Gillis Aviation in Billings. He did aerial spraying in Montana, Arkansas, Texas, Arizona, Washington and South Dakota the for next 30 years. He married Gail Russell in 1968.

Doyle began his first flight ground school in Turner in 1967 and had recently founded an aircraft maintenance shop, Aero Tech, in Havre. He was past director of the Montana Aviation Trades Association and a member of Blaine County II Ambulance since 1989.

Our sympathy goes out to the entire Soderlind & Doyle families. Please keep them in your thoughts and prayers.

SCHOLARSHIP OPPORTUNITIES

ALOA Scholarships: A Love of Aviation (ALOA) Scholarship established in 1993 by an anonymous donor and joined by a second donor in 1997 will once again be awarded in 2001.

The \$250 flight scholarships offered to Montanans are to be used to help defray costs of flight instruction and will be presented during the 2001 Montana Aviation Conference in Kalispell.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.

Montana Antique Aircraft Association (MAAA) Scholarship: This first annual \$500 flight scholarship is being offered to a Montana resident to help defray the costs of flight instruction and will be presented during the 2001 Montana Aviation Conference. Awarding of the scholarship will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any other outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked by February 2, 2001.

Montana Pilots Association Junior Award: The Montana Pilots Association is seeking applicants for its Junior Pilot of the Year Award. The recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. New pilots are frequently chosen for this award, but don't let the Junior fool you, this award can be given to any deserving age group. This person is most like pursuing a professional aviation career.

Interested applicants must submit a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.

Parrott Family Scholarship: Parrott Family will award a fourth annual aviation scholarship in 2001 to a Montana high school student. The scholarship will pay \$1,000, and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation related materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation related activities, if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 2001.

The award will be presented at the Montana Aviation Conference in Kalispell in early March.

Aviation Appreciation Scholarship: The sixth annual Aviation Appreciation Scholarship will be presented at the Montana Aviation conference in Kalispell.

The scholarship is offered by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena. Jeff has established the \$300 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.

Blue Goose First Generation Flight Scholarship: Kathy and Joe Kuberka, owners of Blue Goose Aviation, will be awarding the fourth annual \$250 scholarship to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family. The recipient may be a new student pilot or an individual working towards an additional rating.

The scholarship recipient, a Montana resident, will be selected based on a letter explaining the reasons for applying, future career goals, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked by February 2, 2001.

Aviation Open House

Rocky Mountain College will hold an Aviation Open House for prospective students interested in careers in aviation on Sunday, February 25, 2001. Information will be provided on aviation careers and job opportunities, FAA pilot certification, the RMC aviation curriculum, college admissions procedures and financial aid. Lunch and a tour of the campus are also included. Simulator and aircraft orientation flights will be provided for participating high school students. The event will be held at Rocky Hall, one block west of the main campus on Rimrock Road. Contact the RMC Admissions Office at (800) 877-6259 or (406) 657-1026 to make a reservation for the Open House and obtain more information on the schedule of events.

AERONAUTICS MECHANICS SEMINAR/ IA RENEWAL

The Montana Aeronautics Division is pleased to announce the 2001 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation Conference in Kalispell MT.

The dates for the conference are March 1 – 3, 2001. The Mechanics Seminar will be held on Friday March 2 and continue through Saturday March 3.

We will once again be offering five hours of training on Friday and a full eight hours of training on Saturday. This worked out well in past years for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$50.00. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner dance and the Saturday Luncheon.

Or if only attending the 8-hour Saturday session, a \$15.00 day pass may be obtained.

TENTATIVE SPEAKERS:

Engine Components Northwest – Roger Fuchs
Aerospace Products Inc. – Loren Lemen
Garrett Aviation – Gil Ewan
Teledyne Continental Motors – Joel Wattum
Champion Aviation Products – Frank Gurko
Facet Filters – Larry Fleming
Bell Helicopters – Ray Waller
Mitch Steinberg – Rocky Mountain Avionics
FAA – Gary Nelson
FAA – Aircraft Certification (MIDO)
Steve Jones & Staff – Helena FSDO

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

FAA Knowledge Exams

Rocky Mountain College Aviation now offers FAA Knowledge exams as a Lasergrade Testing Center. The college previously provided testing service for its students and has provided tests for other individuals on a limited basis since the termination of Sylvan FAA exam service. Standard testing hours are 1000-1400 on Monday-Wednesday and 1000-1300 on Thursday. To register for FAA exams call Lasergrade at (800) 211-2754, or the RMC Test and Simulator Center at (406) 657-1062.



Snow Removal for Medical Emergency

I would like to take this opportunity to thank those airport operators who recognize the importance of HIGH PRIORITY snow removal. This is vital to many life saving emergency flights. Unfortunately, snow removal is not a high propriety at some airports and this has caused delays in providing emergency medical services to those communities. To these airport operators, I would like to encourage you to make snow removal a HIGH PRIORITY as you or your loved ones could someday depend on emergency medical air evacuation. *Thank you, George Knutson, Help Flight Department, St. Vincent Hospital & Health Center.*

Administrators Column Continued....

proposal on "How to Commercialize Air Traffic Control." Several major airlines helped fund the proposal.

Commercializing ATC is not new ground for Poole. He's the author of previous proposals to charge user fees for basic air traffic control safety services. In the past, he has advocated charging general aviation pilots some \$10 for each weather briefing and \$18.50 to file a VFR flight plan.

"Despite attempts in this latest proposal to 'buy off' general aviation with initially lower user fees and seats on the ATC corporation board, the proposal is still full of unrealistic assumptions and suspicious data." Said Deere. "On behalf of our pilot members, AOPA will oppose any attempts to bring this into legislation."

The Reason Foundation proposal would separate air traffic control from FAA and create a "nonprofit, stakeholder controlled" ATC corporation, financed by user fees. Airlines and business jets would pay a "weight/distance" fee every flight for air traffic control services.

Piston engine and turbo-prop general aviation aircraft (which Poole calls "recreational" aircraft) would pay an annual fee based on weight. For example, a single-engine Cessna 172 would be charged \$250 a year, while a twin-engine Beech Baron would be assessed \$965 a year to pay for the commercialized air traffic control system.

Poole claims that all users except business jets would pay less in user fees than they currently pay in fuel taxes. "But the numbers are suspicious when you examine them in detail," said Deere. "A Cessna 172 owner would have to fly more than 130 hours a year to save anything under this proposal."

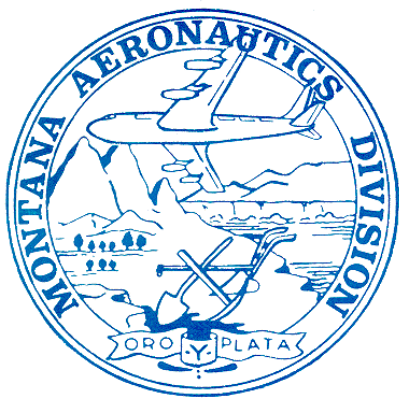
Deere said that Poole never talked to AOPA about this current proposal, even though general aviation would be the largest "stakeholder" in the proposed ATC Corporation.

"And we shouldn't be surprised that a plan developed with information and money supplied by major airlines would just so happen to reduce the taxes on those airlines," Deere added.

The proposal would abolish the general aviation fuel tax and pay for the Flight Service Station system from the general fund. "Does anyone really believe Congress would remove a tax on pilots and then tax all Americans to pay for flight service stations?" Deere asked.

"He also claims that based on the experience of Canada and New Zealand, a commercialized ATC would be "more efficient," said Deere. "What Mr. Poole fails to point out is that these countries operate systems that are only a fraction the size of the U.S. system. Even the Department of Transportation's Inspector General has cautioned that the Canadian model won't necessarily work in the U.S."

"The current system of excise taxes on aviation user is the most efficient way of funding air traffic control and other FAA functions." Said Deere. "And air traffic control is first and foremost a safety service," said Deere. "Mr. Poole and other commercialization advocates seem to lose sight of that in their quest for market-driven "efficiencies."



January 2001

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